



Station 5: Prioritization Process

PUBLIC COMMENTS RECORDED AT STATION 5

- Sharrows are needed on all Class III routes. They should be placed outside of the door zone.
- The prioritization maps should include facility types.
- It is important to decide how to allocate priorities considering bicycle boulevards and traffic calming measures require higher treatment levels than sharrows.
- More traffic calming efforts are needed in San Diego. We need livable streets for all pedestrians and bicyclists, particularly surrounding parks, schools, and in university areas.
- Remove free on-street parking on 30th Street or install sharrows to help prevent cyclists colliding with car doors.
- The northern terminus of Black Mountain Road should connect thru to Rancho Bernardo.
- There is a six foot drop in the facility on Morena Boulevard due to road construction.
- Northbound Fairmont Avenue at Montezuma Road is very dangerous.
- The pedestrian/bicycle bridge over I-15, north of SR-94, out of Fairmont Park is very dangerous.
- Commuting out of the I-805/Mira Mesa Boulevard is three miles longer than it should be because the area is boxed in.
- Waring Road northbound from I-8 is uphill and there is not sufficient room for bikes. There are narrow lanes and high speed traffic.
- There is no detection of bicyclists where Bayshore Bikeway intersects F Street. The light never changes for waiting bicyclists.
- Safer ways to cross I-8 are needed. Fairmont Avenue is a joke and Texas Street is dicey.
- A bike connection along I-5 from UCSD to Downtown is needed. Gilman Drive to Morena Boulevard is recommended.
- Install escalators or elevators or flatten hills.
- The bike lane on Jamacha Road, which is a 50 mile per hour roadway, has been obstructed for five years.
- Do not construct bicycle facilities in Rose Canyon between I-5 and Genesee Avenue to preserve the canyon.
- A safe connection between Morena Boulevard and Santa Fe Street.
- Education program development should be prioritized above facilities.

City of San Diego Bicycle Master Plan Update

June 10, 2009 Public Open House

- Speed enforcement is needed on Kearny Villa Road. People travel up to 70 miles per hour entering and existing freeway ramps. Three bicyclists have died in this location within five years.
- A bike lane is needed between SR-56 and SR-52. Miramar Road and Mira Mesa Boulevard are options.
- Harbor Drive is dangerous. Resurfacing or repair and street cleaning is needed.
- Resurfacing and street cleaning is needed on Kearny Villa Road.
- The SR-56 bike path connection from Del Mar to San Diego remains unfinished.
- A bicycle boulevard on Meade Avenue or Adams Avenue is a good idea. A Mid-City east-west connection that serves as an alternative to El Cajon Boulevard and University Avenue is needed.
- Roadways that run north-south around Balboa Park are nice two-lane roads that could be converted to one-lane roads with bike lanes.
- In Mid-City cyclists are forced to use Washington Street or University Avenue as a west-east corridor. Parallel and diagonal parking on these streets between North Park and Mission Hills make them hazardous to bicyclists.
- Clairemont/Kearny Mesa is a large employment center. These results are too focused on UTC.
- Create a bike/bus lane on 4th and 5th Avenues.